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MINUTES OF A MEETING OF THE NORTHERN ALBERTA DEVELOPMENT COUNCIL: AUGUST 15, 1975 - EDMONTON; POLICY MATTERS

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Minutes Of A Meeting of the Northern Alb
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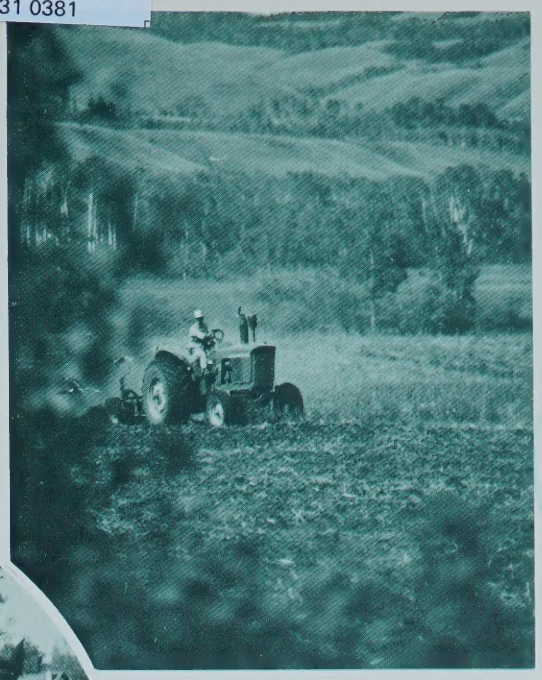

MINUTES

AUGUST 15, 1975

Alberta

NORTHERN ALBERTA
DEVELOPMENT COUNCIL

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EDMONTON, Alberta - Policy Matters

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MINUTES OF THE MEETING OF THE
NORTHERN ALBERTA DEVELOPMENT COUNCIL
AUGUST 15, 1975

Edmonton Plaza Hotel
Edmonton, Alberta

In Attendance Were:

Robert Duncan, Area 1
Bertha Clark, Area 2
John Porozni, Area 3
Ike Lawrence, Area 4
Len Pelland, Jr., Area 5
Jim Fletcher, Area 6
Dennis Olson, Area 7
Larry Shaben, MLA - Lesser Slave Lake
Honorable R. W. Dowling, Chairman

M. Elden Schorn, Northern Development Group
Paul Conway, Northern Development Group

The meeting came to order at 8:30 a.m. with Robert Duncan, Area 1 representative in the chair.

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1) The MLA for Lesser Slave Lake, Mr. L. R. Shaben, was introduced to the Council members.

2) Gordon Seddon of Alberta Transportation was introduced to the Council members. Mr. Seddon gave a short talk on the changes in the structure of the provincial system in regard to transportation planning. He outlined priorities which are being developed by the Policy Planning Branch of Alberta Transportation, and he discussed the relationship that can be established between the Northern Alberta Development Council and Alberta Transportation to ensure that Council recommendations receive the attention of the planners and policy developers within Alberta Transportation.

It was suggested by Mr. Seddon that Alberta Transportation would welcome the opportunity of having a representative present at all Council meetings and, in particular, to be present when Council discusses transportation policy and northern priorities. It was agreed that in the very near future the Council should get together with Mr. Seddon and Mr. Ted Mills to discuss policy recommendations by the Northern Alberta Development Council in regard to northern priorities.

3) Review of Responses to Briefs Submitted in Spirit River

Council reviewed the Spirit River briefs along with the responses which had been received, and the following action was taken:

Brief 131 - Fairview and District Airport Committee

It was MOVED by Len Pelland, SECONDED by Jim Fletcher that the response received from R. Cronkhite, Alberta Transportation, be accepted and that this response be forwarded to Fairview for their information. CARRIED

*(*NOTE: This action has not been taken because there has been a communication breakdown within Alberta Transportation in that the information provided by Mr. Cronkhite is different from that which we have received from the airport planning committee. As a result of this, the Northern Development Group is attempting to get an answer which reflects the actual position of Alberta Transportation in regard to this matter.)*

Brief 132 - Road Between Tangent and Peace River

The Council recommended that the information provided by R. Cronkhite, Alberta Transportation, be sent to F. Lambright, originator of the brief. The Council also asked that Mr. Lambright be informed that the Council will not take a position in regard to this matter until the October decision referred to in Mr. Cronkhite's response has been made.

The Council also requested that a clarification be provided of the second paragraph of Mr. Cronkhite's response as the Council was not certain what exactly was meant.

Brief 133 - Maintenance of Grades 11 & 12, Worsley

The Council decided that they would have to accept the response received from Alberta Education, and that Worsley should be informed that there is little that the Council can do in regard to the specific problem at Worsley. The Council recommends that Worsley continue in its efforts to approach the Fairview School Division to gain adequate funding to provide for their educational facility and that they continue in their efforts with the regional offices of the department of Education.

The Council does want to express to Worsley its concern in regard to the financial problems of small schools generally in the province, and to assure Worsley that their brief provides additional information that the Council will use in making policy recommendations on funding for rural and isolated schools in the province.

Brief 134 - Providing Adequate Water Facilities, Jean Côté

The Council accepted the recommendation that the Northern Development Group continue in its efforts to support this brief and in its efforts to locate possible assistance for Jean Côté for their water system.

Brief 135 - Campsites at Stoney and Motto Lakes

The Council accepted the response received from Mr. F. McDougall, Director of Forestry, and asked that this be sent to Mr. Harold Peterson, originator of the brief.

4) Transportation Policy - Provincial Airstrips

The Council worked on the development of recommended criteria to be used in developing priorities of northern airstrips. The recommended criteria is contained in the attached paper.

*(*NOTE: This paper will be sent to Council members under separate cover to the Minutes of the August 15 meeting.)*

5) Mr. Duncan introduced the Honorable R. W. Dowling, Chairman of the Northern Alberta Development Council.

6) Opportunity North Conference - Peace River

Mr. Dowling discussed with Council the plans and the decisions made concerning the Opportunity North Conference to be held in Peace River, November 26 through 29, 1975. Mr. Dowling advised Council that he had just reviewed the conference outline and status with the Honorable Premier, and that all decisions in relation to the conference were now finalized, and that the Northern Development Group would be working closely with the local committee in Peace River on the planning for the conference. Council members will be kept informed and involved in regard to conference preparations.

7) Alberta Hospital Services Commission

The Council reviewed Mr. Pelland's and Mr. Porozni's letters regarding the Alberta Hospital Services Commission. The Council recommended that a letter be sent from the Honorable R. W. Dowling outlining the pertinent points made in the letters, indicating that the structure and membership of the Alberta Hospital Services Commission is not representative of rural and northern Alberta.

It was MOVED by Len Pelland, SECONDED by Jim Fletcher that a Northern Alberta Development Council member should be placed on the Alberta Hospital Services Commission. CARRIED

8) The Council reviewed with the Honorable R. W. Dowling the criteria developed in regard to northern airstrips (see item 4), and Council decided that a draft of the criteria would be taken by Mr. Dowling to the Honorable Dr. H. Horner to discuss the document and determine how best Council recommendations be made in regard to transportation and whether or not this form is acceptable and of value to Alberta Transportation.

9) Alberta North

Elden Schorn of the Northern Development Group outlined to Council problems relating to the provincial position taken on the Alberta North Agreement, and outlined the status of the interim agreement and the status of the long-term agreement.

Mr. Schorn indicated that the administrative procedures and the financial arrangements for the agreement made the agreement ineffective. The main problems were:

a) No funding has been identified for the projects contained within the agreement and all funding for the projects must be identified within the budget of the responsible department of the provincial government. This makes the initiation of new and improved programs for the north difficult as the departments are often forced to cut these items out because of the tight financial position in relation to provincial programs generally.

b) DREE assistance cannot be provided directly to I.D.'s or municipalities to match funding at the local level, but all these funds must be raised through the line departments.

c) Funding for projects under the agreement, if not within the budget of the department, must be raised through Special Warrants. Special Warrants are to be used only under the most critical circumstances, and are thus ineffective when providing funding for Alberta North projects.

10) The Council decided that a position paper in relation to the Alberta North Agreement should be developed, recommending alternative procedures for the agreement and that this should be discussed at the Wabasca meeting on September 25th, and be taken to the Rural Development Committee of Cabinet for decision.

11) Council recommended that a master book of Council motions be developed for easy reference by Council members. It was suggested that this be an open book which would allow the insertion of new motions as they are made, and would allow the insertion of tags to indicate the action which had been taken on the motion.

12) The Council confirmed the meeting to be held in Wabasca on September 24 and 25. The public meeting is to take place at 7:00 p.m. on September 24 with the Council remaining in Wabasca overnight and holding an in-camera session during the morning of September 25.

13) The Council also confirmed a policy meeting to be held in Peace River on October 23, at which time the Council will complete the recommendations on transportation and will recommend policy decisions regarding the long-term Alberta North agreement.

MES:wm
Northern Development Group
August 27, 1975

Date of Distribution: August 29, 1975

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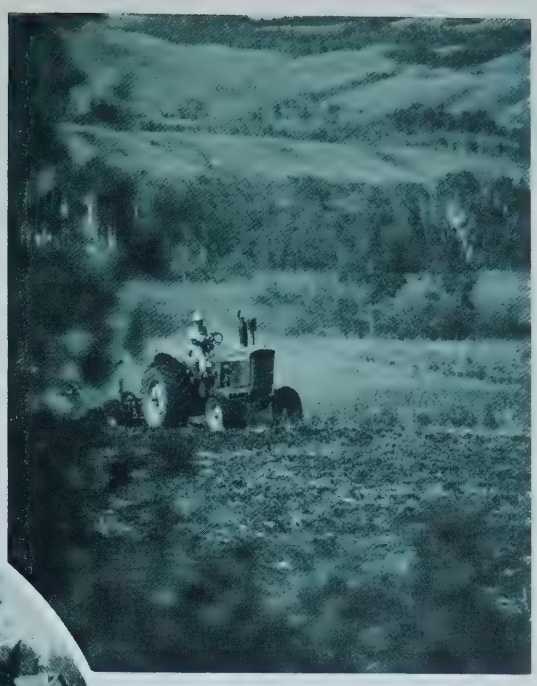

MINUTES

PEACE RIVER, ALBERTA
October 22-23, 1975

TRANSPORTATION POLICY PLANNING

Alberta
NORTHERN ALBERTA
DEVELOPMENT COUNCIL

PEACE RIVER, ALBERTA
October 22-23, 1975

TRANSPORTATION POLICY PLANNING

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MINUTES OF THE MEETING OF THE
NORTHERN ALBERTA DEVELOPMENT COUNCIL
OCTOBER 22-23, 1975

I. MOTIONS PASSED:

1. Moved by Jim Fletcher, seconded by Len Pelland that descriptions of all Alberta Environment programs which deal with water supply or water and sewer distribution systems be provided for Council members in order to assess recommendations to Government on water programs. Also that Environment be requested to establish a date when construction will begin on the proposed water purification plant for Calling Lake.

2. Moved by Dennis Olson, seconded by Jim Fletcher that a letter will be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Dick Johnston, Minister of Municipal Affairs, urging that the Land Tenure Secretariat become operational as soon as possible.

3. Moved by John Porozni, seconded by Jim Fletcher that a letter be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Dr. H. Horner, Minister of Transportation, asking if the proposed road between Cadotte Lake and Little Buffalo will be constructed in 1976. The information is necessary because $45,000 has been earmarked to brush the powerline between the communities, and if the road construction is undertaken in the Spring of 1976, the powerline could follow the right-of-way for the road, allowing the funds to be used for other purposes.

4. Moved by Jim Fletcher, seconded by Dennis Olson that the N.A.D.C. strongly support the concept of local government development and urge Alberta Municipal Affair to allocate funds during the fiscal year 1976/77 for local government development in the area represented by the Isolated Communities Advisory Board.

5. Moved by Len Pelland, seconded by Jim Fletcher that a letter be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Neil Crawford, Minister of Labour, expressing concern over hiring practices in Fort McMurray structured by union contracts which seem to discriminate against local workers.

6. Moved by Len Pelland, seconded by Dennis Olson that Council recommend that $5,000 be allocated from Municipal Affairs to gravel approximately one mile of road from the community of Chipewyan Lakes to the airstrip.

II. IN ATTENDANCE WERE:

Northern Alberta Development Council

Honorable R. W. Dowling, Chairman
Mr. John Porozni, Area 3
Mr. Len Pelland Jr., Area 5
Mr. Jim Fletcher, Area 6
Mr. Dennis Olson, Area 7
Mr. Larry Shaben, MLA - Lesser Slave Lake

Absent were: Mr. Bob Duncan, Area 1
Mrs. Bertha Clark, Area 2
Mr. Ike Lawrence, Area 4

Transportation

Mr. Tom Watt, Director - Air
Mr. Gordon Hall - Highways
Mr. Ken Stickland - Agricultural Transportation

Consultants

Ms. Pat Carney - Gemini North
Mr. L. Grimble - L. G. Grimble & Associates
Mr. Ted Van Dyke Jr. - Applied Research & Associates

Northern Development Branch

Mr. M. Elden Schorn, Executive Director
Mr. Rick Paley, Executive Implementation Officer
Mr. Paul Conway, Director: Program Development

October 22, 1975 Traveller's Motor Hotel

1. The meeting came to order at 7:30 p.m. October 22nd with the Honorable R. W. Dowling in the chair.

2. The Chairman called on Mr. Ken Stickland, Special Assistant in Alberta Transportation, to make a presentation on "Transportation as it Relates to Agriculture." Mr. Stickland stated that the Grain Handling and Transportation Commission (commonly called the Hall Commission) was appointed in the Spring of this year to deal with the issue of rail line abandonment. A series of hearings will be held in Alberta communities, commencing in Fairview, to allow the public to present briefs. (Terms of reference for the Hall Commission are attached to these minutes.) Alberta Transportation has established an agency called Transcom to:

   1) assist citizens in making representations to the Grain Handling and Transportation Commission regional hearings;

   2) help communities identify their rural transportation needs and assess alternatives;

   3) provide Alberta Transportation with an indication of rural social concerns associated with Branch Line Abandonment for use in the final Alberta Government brief and future program planning of the Department of Transportation; and

   4) provide Alberta Transportation with a description of the road implications of elevator consolidation and of branch line abandonment.

   The Alberta Government brief to the Commission will be a consolidation of information presented by the public and the various regional hearings. Rail line abandonment will also be interpreted in terms of repercussions upon proposed industrial development in the rural areas.

3. The Chairman called on Louis Grimble of L. G. Grimble & Associates to present an overview of transportation as it relates to Northern Alberta and the Northwest Territories. Mr. Grimble spoke of recent developments in the area of northern transportation mentioning the proposed winter road from Fort McMurray through Fort Chipewyan to Fort Smith, and the existence of a study group which is analyzing the existing road network north of the 60^{o} Parallel.

   Alberta's neighboring provinces, British Columbia and Saskatchewan, are placing great emphasis on opening up northern transportation links, as British Columbia's Dempster Highway is almost complete and Saskatchewan is opening up new northern routes. The Dempster Highway is actively supported by the Territorial Government of the Yukon which plans road access to the high Arctic within three years. The Federal Government has recently stated that MacKenzie Highway construction will terminate in Fort Wrigley, threatening Alberta's future position as prime supplier for the Northwest Territories. The Territorial Government of the NWT is not pushing for completion of the MacKenzie Highway. Mr. Grimble suggested that Alberta should place high priority on, and encourage the concept of, air freight through Edmonton and Calgary to retain a substantial portion of the northern market. A full report on Northern Transportation is being compiled by Mr. Grimble for the Northern Alberta Development Council.

4. The Chairman introduced Ted Van Dyke, Jr. of Applied Research Associates and asked him to update Council on the work he is doing to establish equitable criteria for highway construction priorities. Mr. Van Dyke stated he is incorporating criteria other than purely economic to construct a value system for establishing priorities. (Attached find criteria for airport and highway development prepared by Mr. Van Dyke for the Northern Alberta Development Council.)

5. The responses to briefs which had been submitted to Council in Wabasca on September 24, 1975 were reviewed by Council.

Brief 136: Community of Calling Lake

Council directed that information contained in the responses be forwarded to the originators of the brief.

It was MOVED by Jim Fletcher, SECONDED by Len Pelland that descriptions of all Alberta Environment programs dealing with water supply or water and sewer distribution systems be provided for Council members in order to assess recommendations to Government on water programs. Also that Alberta Environment be requested to establish a date when construction will begin on the proposed water purification plant for Calling Lake.

CARRIED

It was MOVED by Dennis Olson, SECONDED by Jim Fletcher, that a letter be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Dick Johnston, Minister of Municipal Affairs, urging that the Land Tenure Secretariat become operational as soon as possible.

CARRIED

Brief 137: Desmarais-Wabasca United (D & W Mamawintowin)

Council directed that the information contained in the responses be forwarded to the originator of the brief. The Canada Manpower Office in Slave Lake will be contacted by the Northern Development Branch to monitor the progress of the Advisory Committee on Employment in Wabasca.

Brief 138: Problems with Water Hauling Truck

Council directed that the response from Alberta Environment be forwarded to the originator of the brief.

Brief 139: Wabasca-Desmarais Recreation Association

A response has not yet been received from Alberta Recreation, Parks and Wildlife.

Brief 140: Support for Communications Technology Satellite Experiment

Council will await a decision on the matter by the Cabinet Committee on Communications before formulating recommendations.

Brief 141: Slave Lake Native Friendship Centre

Council directed the Northern Development Branch to contact the Office of the Secretary of State to obtain information on the system of classifying Native Friendship Centres to determine applicable level of funding. It will be determined why the Slave Lake Centre has received a low classification rating and what can be done to raise it so that the organization may receive funds to continue its work.

Brief 142: Area Concerns of the Isolated Communities

Council directed that the information contained in the various responses be directed to the originator of the brief.

It was MOVED by John Porozni, SECONDED by Jim Fletcher, that a letter be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Dr. Hugh Horner as Minister of Transportation, asking if the proposed road between Cadotte Lake and Little Buffalo will be constructed in 1976. The information is necessary because $45,000 has been earmarked to brush the powerline between the communities and if the road construction is undertaken in the Spring of 1976, the power line could follow the right-of-way for the road; allowing the funds to be used for other purposes.

CARRIED

Brief 143: Research Proposal for Local Government Development in the Isolated Communities

It was MOVED by Jim Fletcher, SECONDED by Dennis Olson that the Council strongly support the concept of local government development and urge Municipal Affairs to allocate funds during the fiscal year 1976/77 for local government development in the area represented by the Isolated Communities Advisory Board.

CARRIED

Brief 144: Land Tenure

See response to Brief 136.

Brief 145: Dental Care Problems in Lac La Biche

Council directed that the information contained in the response be forwarded to the originator of the brief.

Brief 146: Hutchings' Report

This brief is included as information for Council and departmental response was not requested.

Brief 147: Intercultural Education Proposal

A written brief has not yet been received from Mr. Pepper.

Brief 148: Community Concerns (Métis Local 161)

Council directed that the information contained in the responses be forwarded to the originator of the brief.

Brief 149: Hiring Practices in Fort McMurray

Information in the response will be forwarded to the originator of the brief.

It was MOVED by Len Pelland, SECONDED by Jim Fletcher, that a letter be prepared from the Honorable R. W. Dowling as Chairman of the N.A.D.C. to the Honorable Neil Crawford, Minister of Labour, expressing concern over hiring practices in Fort McMurray structured by union contracts which seem to discriminate against local workers.

CARRIED

Brief 150: Request for Improved TV Coverage - Slave Lake

Council directed that the Northern Development Branch continue to work with CBC and CTV to improve television coverage and reception for the Town of Slave Lake.

Brief 151: McLennan Municipal Airport

Council directed that the information contained in the response be forwarded to the originator of the brief.

Brief 152: Lesser Slave Lake Provincial Park

Council directed that the information contained in the response be forwarded to the originator of the brief.

Brief 153: Request for Funds to Upgrade Roads in Community of Chipewyan Lakes

It was MOVED by Len Pelland, SECONDED by Dennis Olson that Council recommend that $5,000 be allocated from Alberta Municipal Affairs to gravel approximately one mile of road from the community of Chipewyan Lakes to the airstrip.

CARRIED

Council directed the Northern Development Branch to request Alberta Transportation to snow plough regularly the winter road from Chipewyan Lakes to Wabasca using funds from within Transportation's budget for winter road de-isolation.

Council further directed that Mr. Paul Leriger, I.D. Administrator from Westlock, be commended for the excellent report he compiled on the road situation in Chipewyan Lakes.

Brief 154: Native Friendship Centre Information Tee-Pee

Council directed that the information contained in the response be passed on to the originator of the brief.

6. The meeting was adjourned at 11:30 p.m.

October 23, 1975 Traveller's Motor Hotel, Peace River

1. The meeting was called to order at 8:00 a.m. with the Honorable R. W. Dowling in the chair.

2. Council was updated on the latest developments concerning the "Opportunity North" Conference to be held in Peace River from November 26-29, 1975.

3. It was agreed that the next public meeting of the Northern Alberta Development Council will be held in Fort Vermilion on December 17 and 18.

4. Ms. Pat Carney, President of Gemini North Ltd., a company with considerable experience in northern Canada, outlined the results of research being done into the granite deposits at Fort Chipewyan. This is the second phase of research initiated by the Northern Development Branch. A previous preliminary study was done last winter to investigate possible markets for the "Rocher River Red" granite, and to determine the physical properties which the stone would need to display. The conclusion of the first phase was that markets do exist if the stone can meet quite rigorous technical standards, governing consistency, strength, uniformity and texture, and if it meets aesthetic standards. The stone must be attractive. The possible markets are building (facing) stone, monuments and curling stones.

The second phase had the following objectives:

1. to determine the physical properties of Rocher Red Granite by a program of drilling, sampling and testing.
2. to evaluate the suitability of this type of economic activity for the community of Fort Chipewyan by assessing the labour force potential of the area, by assessing the skills required for a granite operation, and by assessing the community interest in such an enterprise.
3. to develop a preliminary financial scenario for the proposed operation.

The study is not complete, but preliminary indications are:

1. The stone has the required physical properties. It is exceptionally attractive in appearance, being a warm rose-red colour when polished.

2. Most of the skills required are available or could be developed in the community, provided that the technology used was not too advanced. (Initially the quarry master and plant superintendent would have to be imported, but all other jobs could be filled locally.)

Ms. Carney enlarged upon the idea of "appropriate techonology" contrasting it to conventional technology in northern areas. The latter tends to be profit and growth oriented, large scale, and using imported labour of high skill. The local employment impact is low, and the labour force used is mainly male. "Appropriate technology" aims at small scale, steady industries, with an emphasis on equity in the local situation. Not only the profit of the enterprise, but also the effect on other social overhead costs are taken into account. The technology is kept as simple as possible in order to obtain a heavier local employment effect. Women are involved in the work force wherever possible. Ms. Carney is strongly of the opinion that an "appropriate technology" design can and should be used in granite production at Fort Chipewyan.

The next steps are to prepare a detailed financial plan and development plan for presentation to Cabinet. Once the decision to proceed has been made, development would be as follows:

Year 1: Quarry development - remove overburden, install derrick, compressor
Plant development - design, location, feasibility, engineering studies

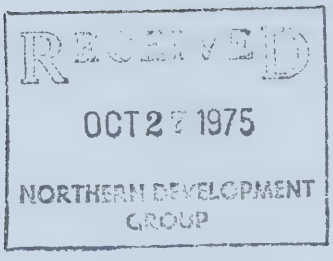
Year 2: Quarry development - bring quarry into production, testor pilot quarry, skill training
Plant development - construction

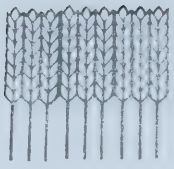
Year 3: Full quarry production
Limited plant production of building stone, plaza stone.

5. Dr. Ted Van Dyke of Applied Research Associates led the discussion on criteria for airport and highway construction, aided by Tom Watt and Gordon Hall from Alberta Transportation. General discussion on the topic resulted. It was agreed that each Council member will make recommendations concerning which airstrips should be abandoned, closed, upgraded, etc.

6. The meeting was adjourned at 11:30 a.m.

ATTACHMENT 1: TERMS OF REFERENCE FOR THE HALL COMMISSION





From the Office of the Grain Handling and Transportation Commission

The Honourable Emmett Hall ..... Chief Commissioner
Reg. Forbes ..... Commissioner
R. H. Cowan ..... Commissioner
L. G. Stewart ..... Commissioner
R. Lehr ..... Commissioner
J. M. McDonough ..... Executive Director

Grain Handling and Transportation Commission

1. Purpose

A Commission of Inquiry has been appointed under the provisions of Part I of the Inquiries Act consisting of a Chief Commissioner, four Commissioners, four Inquiry Officers and a Secretariat in order to undertake a series of regional inquiries as specified by Order in Council number PC 1975-872. In conducting its investigations the Commission will be primarily concerned with an evaluation of rail requirements, the response of grain producers, elevator companies and the communities to changing circumstances, and the socio-economic impact of an evolving network.

2. Powers of the Commission

The Commission is empowered to conduct hearings in the areas concerned, to summon witnesses, to require the production of documents, to receive submissions orally or in writing and to assume all other powers applicable under Parts I and III of the Inquiries Act. The Commission shall make recommendations to the Minister of Transport and the Minister Responsible for the Canadian Wheat Board.

3. Terms of Reference

3.1 In view of the complexity of the regional rail network and the diversity of the Prairie economy the Inquiry Commission will devise an appropriate regional breakdown for the evaluation process. The regionalization methodology will reflect some subdivision based on such criteria as may be chosen by the Commission.

3.2 For the purpose of ensuring the maximum degree of public awareness concerning the nature of the inquiry process a Commissioner or a designated representative will visit communities in order to:

a) explain the composition and powers of the Inquiry Commission,

b) explain the rationale employed for the regional breakdown and indicate the precise region into which each community falls,

c) explain the procedures to be adopted for public hearings, and,

d) indicate the timing and location of public hearings.

3.3 One or more Commissioners will hold hearings at centres in each region in order to give everybody concerned the opportunity to express their views and to present arguments with regard to the matters under study. Hearings will be held at such times and places as the Commission may determine.

3.4 In conducting a comprehensive evaluation of regional transportation requirements the Commission shall give full consideration to the implications of adjustments to the total grain handling and transportation system as they relate to the following areas:

a) the grain producers, in terms of the farm to elevator trucking patterns, trucking costs and the level of elevator and rail service.

b) the communities as they relate to provincially determined rural development objectives and overall requirements for transportation and basic infrastructure planning.

c) the elevator system in respect to past, present and anticipated trends in elevator location, technology, costs, land use regulations servicing requirements and the period of time required for making adjustments to grain handling facilities,

d) economic development opportunities in terms of agricultural processing, manufacturing and natural resource development,

e) railway network planning, the impact upon locomotive and equipment requirements of railway operation under various network configurations, such as track improvements, joint running rights, line ownership transfers, construction of spurs and connecting lines and reciprocal routing agreements.

f) overall impact upon the regional and national economies of making changes to railway network configurations with specific reference to financial implications and any changes in cost allocation between the parties concerned.

g) the need to ensure a consistent and objective approach taking one region with another.

3.5 In developing the areas of investigations there will be close consultation with the Snavely Commission and work will be carried out in such a manner as to ensure the exchange of relevant data.

(c) Economic Considerations

- What will the cost be?,
- How would the road influence trading patterns?
- Would the road diversify the economic base of individual areas?
- Would the road assist in making areas economically viable?
- What would the maintenance cost be?

Tertiary Roads

Following are suggestions for criteria to establish the priority of tertiary roads opening isolated areas and creating formerly untravelled routes.

(a) Community Considerations

- Is the road the only access to an area?
- Is there a special reason to open a new area?
- What is the impact on the area and its residents? Is there a negative effect?
- How does the road effect the forest and forest fire fighting networks?
- What is the effect on game management?
- What are the other environmental implications?
- Is it a duplication of other transportation services?
- Does it allow easier servicing for an area?
- What is the effect on settlement patterns?

(b) Economic Considerations

- What are the construction and maintenance costs?
- Does it assist or harm the economics of a community?
- Would the road encourage economically non-viable communities?
- Would the road reduce the cost of servicing an area? Is this cost significant enough to warrant a road?

AIRSTRIPS IN NORTHERN ALBERTA

OUTLINE OF A PRIORITY-SETTING SYSTEM

PREPARED BY THE NORTHERN ALBERTA DEVELOPMENT COUNCIL

1. INTRODUCTION

The airstrip development programme has three components:

- northern airstrips;
- community airstrips;
- industrial airstrips.

These all require different criteria for setting priorities and different methods of financing.

2. NORTHERN AIRSTRIPS

a) General Remarks:

The communities eligible for airstrip construction or improvement under this programme would be those with weak or non-existent surface links. The purpose is de-isolation of these communities in order to meet basic human needs for transportation. In some cases, communities which are service centres for isolated communities would also be eligible, in order that they might better and more reliably carry out this function.

b) Criteria for Priority:

- The weaker the surface links, the higher should be the airstrip priority.

- The larger the number of people using the airstrip for hospital and air-ambulance purposes, the higher should be the priority. This applies at either end; that is, if the strip is used either to send out or receive medical cases.

- Communities whose basic supply-line is by air should have reliable airstrips, also the communities from which they receive their supplies.

- If the strip is used for forest protection, or if the men of the community are employed in forest protection, the strip should be good and reliable.

c) *Other Services at Northern Airstrips:*

- Lighting: All airstrips should have a flare package looked after by some reliable person in the community.

- Telephone: Every airstrip should have a telephone that does not require a dime.

d) *Responsibility:*

Department of Transportation should look after maintenance and operation.

3. *COMMUNITY AIRSTRIPS*

a) *General:*

These would be for communities which already have reliable surface transportation but for whom an airstrip would be a major convenience.

b) *Criteria for Priority:*

- Require strong indications of desire for airstrip improvements from the general community.

- Presence of a hospital in the community, especially one receiving air-ambulance cases, would increase priority.

- Consider willingness of community to contribute to capital and operating expenses.

- If community does not have hospital, consider distance from medical facilities; if time required is greater than one hour, priority would increase.

- Consider the same factors as were used for northern strips; if these are present, increase priority.

c) *Other Services at Community Strips:*

- Lighting: Community strips should have some form of emergency lighting package.

- Telephone: Same as northern strips.

d) *Responsibility for Operation & Maintenance:*

Shared between community and Department of Transportation according to circumstances.

4. *INDUSTRIAL AIRSTRIPS*

a) *General:*

These are airstrips designed primarily to serve economic activity, either in new resource development communities or in communities that are experiencing substantial industrial growth.

b) *Criteria for Priority:*

- Consider ability to recover investment through landing fees and taxes.

- Consider amenability to phased development.

- Consider amount of economic activity expected and the nature of its dependence on air transport.

- Consider degree to which northern and community airstrip criteria are met.

c) *Operation & Maintenance:*

Department of Transportation responsibility, with community becoming involved as it grows; users should contribute through fees.

d) *Other Services:*

- Lighting: Permanent installation.

- Telephone: Same as northern and community airstrips.

5. APPLICATION OF CRITERIA

Requires:

- Lists of communities under each programme;
- Data to determine degree of priority:
  - population;
  - usage patterns;
  - community desires;
  - trading patterns;
  - other transportation services available;
  - characteristics of existing airstrip.
- Cost of possible improvements.

6. NATURE & FORM OF OUTPUT

- Ranked list of airstrip improvement projects by communities.
- Cost for each project.
- Will enable allocation of any fixed sum of money so that greatest benefit is derived from it.

4. Recommendation Function

4.1 Following the conclusion of each regional inquiry the Commission will submit a report and recommendations to the Minister of Transport and the Minister Responsible for the Canadian Wheat Board. These will permit lines or portions thereof to be placed in one of the following categories:

a) Reallocation of certain lines to the basic network for protection until the year 2,000.

b) Retention of certain lines for a period to be determined to permit the realization of anticipated developments.

c) Retention for a period to be determined to facilitate regional adjustment and to permit completion of related infrastructure programs.

d) Incorporation of certain lines or portions thereof in a more rational network structure.

e) Removal of abandonment prohibition from certain lines at a date to be determined subject to the provisions of section 254 of the Railway Act.

4.2 Without limiting the generality of the foregoing the Commission may make supplementary recommendations which could relate to:

a) the physical condition of railway plant and equipment,

b) the status of railway right of way after abandonment,

c) highway and road programs,

d) the planning priorities of the grain handling industry,

e) car allocation,

f) the composition of the basic network as initially defined,

g) construction of new linkages and interconnections to permit a more rational network structure,

h) other matters which could relate to other matters relevant to the Inquiry.

5. Organization

The Commission consists of a Chief Commissioner, four Commissioners, four Inquiry Officers and a Secretariat consisting of an Executive Director and support staff. The Chief Commissioner shall be responsible for the overall organization of the inquiries to ensure continuity and consistency and together with the Commissioners shall be responsible for reporting the findings to the designated Ministers. The Inquiry Officers shall be responsible for assisting the Commissioners in the discharge of their duties.

The principal office of the Commission of Inquiry shall be located at Saskatoon.

ATTACHMENT 2: HIGHWAY AND AIRPORT CRITERIA AS ESTABLISHED BY N.A.D.C.

transp

DISCUSSION PAPER
ROAD PRIORITIES
NORTHERN ALBERTA

Introduction

The intent of this paper is to present for purposes of discussion ideas relevant to establishing priorities for construction or upgrading of highways in Northern Alberta. The categories into which these facilities would be grouped include:

(a) Primary Highways
(b) Secondary Highways
(c) Tertiary Highways

Any criteria which might be deemed acceptable for establishing priorities are based upon implicit or explicit values concerning the nature of what is "good" or "bad", desirable or undesirable. Frequently, it is difficult or frustrating to establish criteria for evaluating priorities until the underlying value system is made explicit. For example, is economic development more important than social development in Northern Alberta? Are the needs of industry more important than the needs of local communities? Is development to be urban-oriented (centralized) or rural-oriented (decentralized)? Once these and other values are sorted out, establishing criteria for setting priorities becomes significantly less complex. In other words, criteria for evaluating priorities are always part of a recognized or unrecognized value system.

Decisions on highway planning should be coordinated with planning by other government departments and interest groups.

Primary Roads

Following are suggestions for criteria to establish the priority of main highway arteries of high quality.

(a) Relationship to Integrated Systems

- Does the highway link major centres?

- Would the project duplicate existing services? (eg. the construction of a highway for hauling freight next to a railroad line)

- What effect might future technological developments have upon the viability of primary roads linkages? Will modes of transportation change in the foreseeable future?

(b) Community Considerations

- What would be the effect of bypasses upon small towns?

- What do people want? There may be a lot of support for non-development.

- What will the environmental impact be? How can this be practically assessed?

- Are priorities based upon size of population?

- Would the road linkage improve scheduled passenger or freight service?

- What would be the effect upon settlement patterns? Would the road cause some communities to be created and others to die?

- Are there negative social implications? For example, highways tend to be geared toward extraction from, rather than building up, an area. If industry is going "to bleed" an area, will there be social and economic "returns" in terms of services?

- Will there be any recreational significance of the road? Will the impact be positive or negative upon local communities?

- What volume of traffic might be anticipated?

(c) Economic Considerations

- What will the cost be?
- How would the road influence trading patterns?
- Would the road be an incentive to decentralization of industry?
- Would the road create permanent employment in local communities?
- Would the road diversify the economic base of a community or region?
- What would maintenance cost be?

Secondary Roads

Following are suggestions for criteria to establish the priority of secondary road links.

(a) Relationship to Regional Subsystem

- Does the road link important centres?
- Does it duplicate other linkages?

(b) Community Considerations

- What is the desire of residents in the region?
- How does population distribution effect priorities?
- What will the environmental impact be?
- Would road linkages improve public transportation?
- What would the effect on settlement patterns be?
- Will there be any recreational significance?
- What volume of traffic might be expected?

(c) Economic Considerations

- What will the cost be?.
- How would the road influence trading patterns?
- Would the road diversify the economic base of individual areas?
- Would the road assist in making areas economically viable?
- What would the maintenance cost be?

Tertiary Roads

Following are suggestions for criteria to establish the priority of tertiary roads opening isolated areas and creating formerly untravelled routes.

(a) Community Considerations

- Is the road the only access to an area?
- Is there a special reason to open a new area?
- What is the impact on the area and its residents? Is there a negative effect?
- How does the road effect the forest and forest fire fighting networks?
- What is the effect on game management?
- What are the other environmental implications?
- Is it a duplication of other transportation services?
- Does it allow easier servicing for an area?
- What is the effect on settlement patterns?

(b) Economic Considerations

- What are the construction and maintenance costs?
- Does it assist or harm the economics of a community?
- Would the road encourage economically non-viable communities?
- Would the road reduce the cost of servicing an area? Is this cost significant enough to warrant a road?

AIRSTRIPS IN NORTHERN ALBERTA

OUTLINE OF A PRIORITY-SETTING SYSTEM

PREPARED BY THE NORTHERN ALBERTA DEVELOPMENT COUNCIL

1. INTRODUCTION

The airstrip development programme has three components:

- northern airstrips;
- community airstrips;
- industrial airstrips.

These all require different criteria for setting priorities and different methods of financing.

2. NORTHERN AIRSTRIPS

a) *General Remarks:*

The communities eligible for airstrip construction or improvement under this programme would be those with weak or non-existent surface links. The purpose is de-isolation of these communities in order to meet basic human needs for transportation. In some cases, communities which are service centres for isolated communities would also be eligible, in order that they might better and more reliably carry out this function.

b) *Criteria for Priority:*

- The weaker the surface links, the higher should be the airstrip priority.

- The larger the number of people using the airstrip for hospital and air-ambulance purposes, the higher should be the priority. This applies at either end; that is, if the strip is used either to send out or receive medical cases.

- Communities whose basic supply-line is by air should have reliable airstrips, also the communities from which they receive their supplies.

- If the strip is used for forest protection, or if the men of the community are employed in forest protection, the strip should be good and reliable.

c) *Other Services at Northern Airstrips:*

- Lighting: All airstrips should have a flare package looked after by some reliable person in the community.

- Telephone: Every airstrip should have a telephone that does not require a dime.

d) *Responsibility:*

Department of Transportation should look after maintenance and operation.

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a) *General:*

These would be for communities which already have reliable surface transportation but for whom an airstrip would be a major convenience.

b) *Criteria for Priority:*

- Require strong indications of desire for airstrip improvements from the general community.

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